

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1868. 日七十月五年七十二緒光

TUESDAY, JULY 2, 1901.

二拜禮

號二月七年九百一

THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
RESERVE FUND " 6,000,000
RESERVE FUND " 8,310,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONGKONG.
HOMBAI. SHANGHAI.
TIENTSIN. NEWCHANG.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LD.

THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH—INTEREST ALLOWED.

On Current Accounts at the rate of 2 per cent.

On fixed deposits for 12 months at 5 per cent.

On fixed deposits for 6 months at 4 per cent.

On fixed deposits for 3 months at 3 per cent.

On fixed deposits for 1 month at 2 per cent.

On fixed deposits for 1 week at 1 per cent.

On fixed deposits for 1 day at 1/2 per cent.

On fixed deposits for 1 hour at 1/4 per cent.

On fixed deposits for 1/2 hour at 1/8 per cent.

On fixed deposits for 1/4 hour at 1/16 per cent.

On fixed deposits for 1/2 day at 1/32 per cent.

On fixed deposits for 1/4 day at 1/64 per cent.

On fixed deposits for 1/8 day at 1/128 per cent.

On fixed deposits for 1/16 day at 1/256 per cent.

On fixed deposits for 1/32 day at 1/512 per cent.

On fixed deposits for 1/64 day at 1/1024 per cent.

On fixed deposits for 1/128 day at 1/2048 per cent.

On fixed deposits for 1/256 day at 1/4096 per cent.

On fixed deposits for 1/512 day at 1/8192 per cent.

On fixed deposits for 1/1024 day at 1/16384 per cent.

On fixed deposits for 1/2048 day at 1/32768 per cent.

On fixed deposits for 1/4096 day at 1/65536 per cent.

On fixed deposits for 1/8192 day at 1/131072 per cent.

On fixed deposits for 1/16384 day at 1/262144 per cent.

On fixed deposits for 1/32768 day at 1/524288 per cent.

On fixed deposits for 1/65536 day at 1/1048576 per cent.

On fixed deposits for 1/131072 day at 1/2097152 per cent.

On fixed deposits for 1/262144 day at 1/4194304 per cent.

On fixed deposits for 1/524288 day at 1/8388608 per cent.

On fixed deposits for 1/1048576 day at 1/16777216 per cent.

On fixed deposits for 1/2097152 day at 1/33554432 per cent.

On fixed deposits for 1/4194304 day at 1/67108864 per cent.

On fixed deposits for 1/8388608 day at 1/134217728 per cent.

On fixed deposits for 1/16777216 day at 1/268435456 per cent.

On fixed deposits for 1/33554432 day at 1/536870912 per cent.

On fixed deposits for 1/67108864 day at 1/1073741824 per cent.

On fixed deposits for 1/134217728 day at 1/2147483648 per cent.

On fixed deposits for 1/268435456 day at 1/4294967296 per cent.

On fixed deposits for 1/536870912 day at 1/8589934592 per cent.

On fixed deposits for 1/1073741824 day at 1/17179869184 per cent.

On fixed deposits for 1/2147483648 day at 1/34359738368 per cent.

On fixed deposits for 1/4294967296 day at 1/68719476736 per cent.

On fixed deposits for 1/8589934592 day at 1/137438953472 per cent.

On fixed deposits for 1/17179869184 day at 1/274877906944 per cent.

On fixed deposits for 1/34359738368 day at 1/549755813888 per cent.

On fixed deposits for 1/68719476736 day at 1/1099511627776 per cent.

On fixed deposits for 1/137438953472 day at 1/2199023255552 per cent.

On fixed deposits for 1/274877906944 day at 1/4398046511104 per cent.

On fixed deposits for 1/549755813888 day at 1/8796093022208 per cent.

On fixed deposits for 1/1099511627776 day at 1/17592186044416 per cent.

On fixed deposits for 1/2199023255552 day at 1/35184372088832 per cent.

On fixed deposits for 1/4398046511104 day at 1/70368744177664 per cent.

On fixed deposits for 1/8796093022208 day at 1/140737488355328 per cent.

On fixed deposits for 1/17592186044416 day at 1/281474976710656 per cent.

On fixed deposits for 1/35184372088832 day at 1/562949953421312 per cent.

On fixed deposits for 1/70368744177664 day at 1/1125899906842624 per cent.

On fixed deposits for 1/140737488355328 day at 1/2251799813685248 per cent.

On fixed deposits for 1/281474976710656 day at 1/4503599627370496 per cent.

On fixed deposits for 1/562949953421312 day at 1/9007199254740992 per cent.

On fixed deposits for 1/1125899906842624 day at 1/18014398509481984 per cent.

On fixed deposits for 1/2251799813685248 day at 1/36028797018963968 per cent.

On fixed deposits for 1/4503599627370496 day at 1/72057594037927936 per cent.

On fixed deposits for 1/9007199254740992 day at 1/144115188075855872 per cent.

On fixed deposits for 1/18014398509481984 day at 1/288230376151711744 per cent.

On fixed deposits for 1/36028797018963968 day at 1/576460752303423488 per cent.

On fixed deposits for 1/72057594037927936 day at 1/1152921504606846976 per cent.

On fixed deposits for 1/144115188075855872 day at 1/2305843009213693952 per cent.

On fixed deposits for 1/2805843009213693952 day at 1/4611686018427387904 per cent.

On fixed deposits for 1/522305843009213693952 day at 1/9223372036854775808 per cent.

On fixed deposits for 1/10446372036854775808 day at 1/18446744073709551616 per cent.

On fixed deposits for 1/20892728073709551616 day at 1/36893488147419103232 per cent.

On fixed deposits for 1/41785476147419103232 day at 1/73786976294838206464 per cent.

On fixed deposits for 1/83571952294838206464 day at 1/147573952589676412928 per cent.

On fixed deposits for 1/167143904579352825856 day at 1/295147905179352825856 per cent.

On fixed deposits for 1/334287809158705651712 day at 1/590295818358705651712 per cent.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(See Special Advertisement).

FOR STEAMERS CAPTAINS TO SAIL REMARKS

SHANGHAI Bengal S. Barcham About 5th July Freight or Passage

LONDON, &c. Chusan C. L. Daniel Noon, 6th July Freight or Passage

LONDON Java G. W. Gordon, R.N.R. About 13th July Freight or Passage

SHANGHAI & JAPAN Banca G. W. Babor About 18th July Freight only

(See Special Advertisement).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent

Hongkong, 1st July, 1901.

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IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS:

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

KIAUTSCHOU, Hamburg-Amerika Linie THURSDAY, 11th July.

STUTTGART THURSDAY, 25th July.

KONIG ALBERT THURSDAY, 22nd August.

PRINZESS IRENE THURSDAY, 5th September.

PRINZ HEINRICH THURSDAY, 19th September.

PREUSSEN WEDNESDAY, 2nd October.

HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 30th October.

SACHSEN WEDNESDAY, 13th November.

KIAUTSCHOU, Hamburg-Amerika Linie WEDNESDAY, 27th November.

STUTTGART WEDNESDAY, 11th December.

KONIG ALBERT WEDNESDAY, 25th December.

PRINZESS IRENE WEDNESDAY, 8th January, 1902.

PRINZ HEINRICH WEDNESDAY, 22nd January, 1902.

PREUSSEN WEDNESDAY, 5th February, 1902.

HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 19th February, 1902.

SACHSEN WEDNESDAY, 5th March, 1902.

ON THURSDAY, the 11th day of July, 1901, at NOON, the Steamship "KIAUTSCHOU,"

of the HAMBURG-AMERIKA LINIE, Captain P. Lunschloss, with MAILED, PASSENGERS,

SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 9th July, Cargo and

Specie will be received on Board until 5 P.M., on WEDNESDAY, the 10th July, and Parcels

will be received at the Agency's Office until NOON, on WEDNESDAY, the 10th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 27th June, 1901.

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Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

[23]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[16]

CONNAUGHT HOUSE

RENOVATED FROM ROOF TO CELLAR.

SCRUPULOUS CLEANLINESS

GUARANTEED.

Special Terms for Monthly Boarders,

apply to the Manager

A. FONSECA

Hongkong, 1st July, 1901.

[691c]

Intimations.

Bovril Promotes Energy, and takes away that tired feeling which life in the East produces. Unvalued for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan. [287c]



BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS CO. LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

BEST QUALITIES OF ASBESTOS GOODS AND PACKINGS, of all kinds.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT—THOMAS SKINNER.

SUPERINTENDENT—ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

[17]

FRUIT SYRUPS.

Composed entirely of the Pure Juices of Californian

Fruits and Pure Crystal Sugar. Mixed with any Aerated

Water they make a most wholesome and refreshing Summer

Beverage. Just the thing for the Climate.

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 25th June, 1901.

[15]

JAPAN GOALS.

THE MITSUI BUSSAN KAISHA (OR MITSUI & Co.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.

LONDON OFFICE—34, LIME STREET, E.C.

HONGKONG OFFICE—6, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai,

Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,

Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu,

Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway

Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and

Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamato Coal Mines; and

SOLE AGENTS for Fukoku, Hokoku, Ichimura, Kanada, Kishima, Manoupo, Onoura,

Osaka, Tohmyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines.

Hongkong, 2nd July, 1901.

[563c]

KELLY & WALSH LD.

NEW BOOKS.

The Illustrated London News Record of the

Glorious Reign of Queen Victoria, 1837-

1901.—The Life and Accession of King

Edward VII and the Life of Queen Alexan-

dra, with 14 India proof and other Photo-

gravures from Pictures by well-known

Artists. How Sailors Fight.—With an introduction by

Capt. The Hon. HEDWORTH LAMBTON,

C.B., R.N. Small Boat Sailing.—An explanation of the

Management of small yachts, half-decked

and open sailing boats of various rigs, sailing

on sea and on river, cruising, &c., by E. F.

KNIGHT. The Lighter side of cricket by Capt. PHILIP

TREVOR. The Statesman's Year Book 1901

The Chinese Crisis from within by Weng-

Ching The Elements of Machine Design.—Part I

general

Today's Advertisements.

NOTICE

WE have This Day admitted Mr. CHARLES JULIUS LAPRENTZ a PARTNER in our Firm.

Canton, 1st July, 1901. ROWE & CO. [699c]

NOTICE

THE attention of the community is drawn to the fact that SIGNATURE SHEETS to be attached to a Petition to the Right Honorable the Secretary of State for the Colonies, asking for the Appointment of a Commission to Enquire into the Sanitary Condition of Hongkong, &c., are open for Signature at the following places:

Messrs. A. S. Watson & Co., Ltd.
Messrs. Kelly & Walsh, Ltd.
Messrs. Lane, Crawford & Co.
Messrs. W. Brewer & Co.
Messrs. Caldwell, Macgregor & Co.
The Robinson Piano Co., Ltd.
The Victoria Dispensary.
Messrs. Watkins, Ltd.
The Hongkong Hotel, Ltd.
The Peak Hotel.
The Hongkong Daily Press Office.
Mr. H. Ruttenberg's Kowloon Store.
Copies of the Petition may also be seen at the above.
Hongkong, 2nd July, 1901. [700c]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"LOWTHER CASTLE" 3rd July.
"HUDSON" 10th July.
"JUPITER" 17th July.
"SATSUMA" 24th July.

Calling at MANILA.
For Freight and further Information, apply to
DODWELL & Co., LIMITED, Agents.
Hongkong, 2nd July, 1901. [454c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship

"YUENSANG" will be despatched as above on SATURDAY, the 6th instant, at 4 P.M.

This Steamer has superior Accommodation for First class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 2nd July, 1901. [701c]

PORTLAND AND ASIATIC STEAMSHIP COMPANY, LIMITED.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
"KNIGHT COMPANION,"
between
HONGKONG and PORTLAND (OR.)
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship
"INDRAPURA,"
will be despatched for PORTLAND (OR.) on FRIDAY, the 12th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information communicate with or apply to
ALLAN CAMERON, General Agent,
or to
SHEWAN, TOMES & CO.,
Hongkong, 2nd July, 1901. [655c]

FOR NEW YORK.

THE 3/4 A. I. American ship
"I. F. CHAPMAN,"
shortly expected here from KOREA will load for the above Port and will have quick despatch.

For Freight, apply to
ARNOLD, KARBERG & Co.,
Hongkong, 2nd July, 1901. [699c]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "PURITAN"

CONSIGNEES of Cargo ex S.S. "PURITAN" from New York are hereby notified that their Cargo transhipped at Singapore into the S.S. "ACILIA" has now arrived and is being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co's Godowns at Kowloon.

Consignees are requested to immediately send in to the Undersigned Original Bills of Lading in exchange for which they will receive local Bills of Lading on which delivery can be obtained.

JARDINE, MATHESON & Co., Agents.
Hongkong, 2nd July, 1901. [702c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (3, ROUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL). Business hours: 9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES only after testing the sight.
ADVICE FREE. [1453b]

JUST OPENED.

A FINE Consignment of FRENCH PRESERVES of a well known make. Quality will speak for itself.
H. RUTTENBERG, 5, D'Almeida Street and 22 & 23, Elgin Road, Kowloon.
Hongkong, 16th April, 1901. [134]

Intimation.

A. S. WATSON & Co., LIMITED.

SHERRIES.

B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule \$10.80

C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule 12.00

CC.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule 12.00

D.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule 14.40

E.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (Old Bottled) 20.40

B, C, and CC are excellent dinner Wines and suitable for invalids and delicate stomachs. D and E are after-dinner Wines of a very Superior Vintage. ALL ARE TRUE XENES WINES.

Small quantities are supplied at proportionate whole sale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY.

HONGKONG, TUESDAY, JULY 2, 1901.

Notes and Comments.

A Plea for Sanitation.

In another column will be found an advertisement announcing the fact that a petition to the Right Honorable JOSEPH CHAMBERLAIN, Principal Secretary of State for the Colonies, is awaiting signature by the public, praying that he will be pleased—

"1. To appoint a Commission consisting of a person or persons wholly unconnected with the Colony to proceed forthwith to Hongkong to investigate and report (a) on the Sanitary Condition of the Colony; (b) on the measures to be adopted for the improvement of the City of Victoria and of the Colony as it at present exists.

"2. That he will be pleased to attach to the said Commission some independent Sanitary Expert to advise.

"3. That after receiving and considering the Report of the Commission, he will give directions for the Recommendations of that Commission to be forthwith carried into effect."

It is not necessary for us to point out the necessity for such a petition. That must be patent to every man who has been in Hongkong even for the last couple of months, and doubly patent to those who have passed a considerable number of years in the Colony and have studied the newspapers from time to time. The whole sanitary history of Hongkong for the last fifty years has been one of "good undone and gifts misspent and resolutions vain," as LINDSAY GORDON, the Australian poet puts it.

What particularly strikes us about the petition is that it blames nobody, does not indulge in any vituperation nor in any high-flown or hyperbolic language at all, nor does it make a lot of statements which can be classed as "reckless," "untrue," or "exaggerated" as were those made by the Chamber of Commerce in its recent letter to the Government. The petition, in fact, consists of a very well selected series of extracts from official reports made by the Government's own officers, which, it stands to reason, the Government cannot well attempt to cast aside as unworthy of attention. The document is much too long for us to publish, covering fourteen closely printed pages of foolscap, but our readers will be able to acquaint themselves of its contents by calling at any one of the places where the document is lying for signature. Mr. CHADWICK, a special sanitary commissioner who came from England to report upon the sanitation of Hongkong in 1881; the late Dr. AYRES, formerly Colonial Surgeon here; Dr. FRANCIS CLARK, Medical Officer of Health; Dr. LOWSON, of plague fame; and the Insanitary Properties Commission, are all quoted at length, and the recent letter of the Chamber of Commerce, together with the reply of the Colonial Secretary thereto, are given in full.

Such a petition will, we imagine, if it receives sufficient backing from the general public, receive the immediate attention of Mr. CHAMBERLAIN, for we know that he keeps closely in touch with Dr. MANSON and Dr. CANTLEY, and both of these gentlemen will be able to substantiate the statements made in the petition. But the petition will do no good unless it receives a very large number of signatures, and hence we would ask all of our readers to repair to one or other of the places at which copies are lying and affix

their signatures. Everybody must see how great is the necessity for steps being taken immediately to improve the sanitary condition of the Colony, and unless everybody helps, things will be allowed to drag on in their own old unsatisfactory and insanitary manner for years to come.

The petition needs no explanation from us. It is a step in the right direction, and a very important one. The only thing we have to say is, do not let it fall through for lack of support. Let everyone sign it, for it is just those people who think, "Oh, one signature more or less won't matter," who damn all expressions of unanimous public opinion.

REUTER'S TELEGRAMS.

THE ACCESSION OATH.

LONDON, June 29th.

The Committee of the House of Lords has reported in favour of an amendment to the Accession Oath by the addition of a declaration affirming disbelief in transubstantiation, and declaring adoration of the Virgin contrary to the Protestant religion.

ATHLETICS.

June 30th.

At the London Athletic Club Meeting, the American Kraenzlein won the 120 yards Hurdles in 15.35th seconds, beating the British Amateur record of 15.45th seconds. The High Jump was won by the American Baxter with 6 feet 2 inches.

THE GREAT MOTOR RACE.

The great motor race between Paris and Berlin, was won by the Frenchman Fournier. The warmth of the reception of the motorists everywhere in Germany was remarkable. At a banquet given by the German Automobile Club, the Duke of K  t  r in toasting President L  bet referred to the great and gracious French nation.

WEATHER REPORT.

The Observatory report says:—

On the 2nd at 12.5 p.m. the barometer has fallen in S. China. A shallow area of low pressure lies over the S.E. coast and Formosa Channel. Gradients slight to moderate for N.E. winds on the E. coast of China, and for S.W. winds over the S. coast and N. part of the China Sea. Forecast—Fresh S.W. winds; squally, probably becoming unsettled.

LOCAL AND GENERAL.

A SMOKE concert is to be held by the Lodge Naval and Military at 8 p.m. on Thursday the 4th instant, in the banqueting hall of the Masonic Lodge at Zealand Street.

It is to be hoped that the case of plague at Shanghai mentioned by the *China Gazette*, which we published last night, will prove the only instance of the disease. According to the Shanghai journal the Port Arthur authorities appear to be greatly to blame for not having notified the occurrence there of plague.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph*, 50, 1st, 50 Queen's Road Central. The wrapper will enable us to check the delivery copies.

Our Raid Competition drew several persons to place their plans for the destruction of the Naval Yard, Arsenal, Barracks, Docks, etc., on paper and the merits of the different essays are now being looked into. The award of the prize of fifty dollars will be made on or before the 15th inst. and the winner's article will be published.

The official report of Cailles' surrender dated June 25th, is as follows:—"General Sumner reports that General Cailles' force surrendered consisted of one General, 1 Colonel, 4 Lt. Colonels, 9 Majors, 23 Captains, 25 1st Lieutenants, 33 2nd Lieutenants, 507 noncommissioned officers and privates, and 140 civilian officials rated as presidents, delegates and cabezas of various towns and barrios of Laguna Province—Wade.

MANILA papers of the 29th ult. state that an order has been issued to the Provost Marshal General from Division Headquarters for the release of one thousand of the prisoners of war who are now held in Fort Santiago, in order to signalize the surrender of General Cailles, who was promised the same consideration in this respect as the others. This will leave about 650 prisoners of war, some of whom, it is understood, have evidence against them of crime, and will have to be tried before they can be liberated.

An amusing story of the recent Wall-street panic is told by the *Chronicle*. A gentleman, who was occupied in buying as many Northern Pacifics as he could lay hands on, suddenly remembered that a friend of his who had just sailed for Europe had bought a number before starting. Rushing round to his friend's house he persuaded the wife to burst the safe open with dynamite and sell him the shares. This she did at a profit of £800, and called the deal to her husband. In due course the answer arrived: "Good! Give him the safe too."

It has been arranged that pumping should start this afternoon on the 'sunkered dredger *Cantlon River*. The scheme generally is, by building coffer dams from her barges to pump her dry, guiding her by solid timber uprights and girders from fore and midships. We hope the efforts of Mr. T. S. Morton, to whom all credit is due for the work done under his supervision, will be successful. The proceedings, we can understand, will be anxiously watched by Mr. W. H. T. Davis, of the Commercial Union Insurance Co. who has perfect faith in the plans furnished by Messrs. Pughard, Lowther & Co.

SAPPER John Halling, who was yesterday sentenced to a fine of five dollars or fourteen days' imprisonment for assault, writes to say that he did not go to prison, as stated in our Police Court report last night, but that the fine was paid by his commanding officer and he returned to barracks. Our information was obtained from the "deposition sheet" on which the word "imprisoned," signifying that the man had not paid his fine, was stamped. We suppose that the fine was paid later in the day. Anyhow, Halling is not in gaol, and that is what he wants us to say.

THE *Universal Gazette* states that it is intended to build a special railway carriage for the Empress to be used when the Court arrives in the autumn at Ch  nting and travels from thence to Peking by rail. There are already two Imperial carriages which were built in 1897, but they are for the Emperor and the Empress Dowager. Apropos of the railway between Ch  nting and Peking, this road has only been built as far as a place called Tingchow, some 60 miles distant from Ch  nting, which will be required to be ready against the arrival of the Court at the latter city in the autumn.

A DESPATCH dated St. Petersburg, May 27th, says:—"The prohibition of the publication of the *Novoye Vremya* for a week because of its editorial article on the labour troubles is creating an immense sensation as indicating extraordinary nervousness on the part of the Government. The *Novoye Vremya* is second only to the *Moscow Vindomiet* in conservatism and is usually allowed greater latitude than are the other papers. The editorial in question is mild as compared with many Governmental publications on the labour situation in more quiet times. It merely said the operatives were poorly paid for excessively hard work and were beginning to be influenced by Western literature, and suggested that the Government carry on the work begun for emancipation and enforce social reforms.

SHANGHAI papers report that recently all the German men of war stationed in Eastern waters congregated at Tsingtau, where they took in the new men who had arrived by the German transport *Rhein*, and the homeward-bound men went on board the same transport. The German men-of-war have now been dispersed to their different stations, two of them being already in Shanghai, the *Irene* and *Gefion*. These two vessels left Shanghai for home on last Saturday, and they will be replaced by two cruisers of a more modern type. Three German war-vessels have been ordered to do duty on the Yangtze River. The *Seeadler* remains in Shanghai for about a week. The *Bussard*, having on board the chief of the squadron, will go to Hankow for a short time, and the *Schwabe* will cruise between Shanghai and Hankow.

THE *Times of Ceylon* thus describes the recreations of Saigon, the capital of Cochinchina:—"Three times a week, at five o'clock in the afternoon, a splendid military band plays in the public place, or square. There is a reserved enclosure with comfortable chairs, for which a small charge is made. All Saigon meets on these occasions in sociable intercourse. At night the *caf  s* present a gay appearance. There are one or two *c  f  s chantant*, and the whole scene is brilliant enough to justify Saigon's appellation as the little Paris of the Far East. Every Sunday, Tuesday, and Thursday, during six months in the year, there are performances given by the Municipality, with a fine orchestra, in a cool and comfortable theatre, which is open to the air on three sides and possesses a roof which can be raised if desired. Between the acts all adjourn to a large hall for iced drinks.

A RECENT *N. C. Daily News* says:—"While congratulating General O'More Creagh on his appointment to the command of the British Expeditionary Force in China, we cannot but express the general and deep regret that is felt at the news that he will have to leave Shanghai for the North. The General and Mrs. Creagh have endeared themselves to all who have had the honour and pleasure of knowing them here, and they will leave us with a real sense of loss on our part, and the heartiest wishes for their future happiness and prosperity. A happier selection for the command of the British garrison in Shanghai could not have been made. General Creagh's unflinching bonhomie and savoir faire have abated any friction that might otherwise have arisen between the British troops and those of other Powers, and it is very much to his tact and amiability, ably seconded by his Orderly Officer Major Watson, that the persistent good feeling that has existed here between the various contingents during the joint occupation of Shanghai is due.

The Hongkong Volunteer Corps will hold an open-air Promenade Concert on the Parade Ground at Headquarters, in aid of the Volunteer Band Fund, to-morrow, the 3rd instant, commencing at 9 p.m. We append the programme herewith:—

PROGRAMME
PART I
1—Overture..... "Masnadillo"
Hand of the 3rd M.L.L.
2—Song..... "Queen of the Earth"
Serge W. T. French, R.C.A.
3—Song..... "The Last Waltz"
Corp. W. J. Terrell, R.K.V.C.
4—Comet Song..... "Selected"
Private Towley, A.O.C.
5—Song..... "Border Ballad"
Serge W. T. French, R.C.A.
6—Comet Song..... "Thou I understand"
Serge W. T. French, R.C.A.
7—Comet Song..... "The Blue Danube"
A.O.C.
8—Song..... "The Blue Danube"
A.O.C.
Interval of 10 minutes
PART II
9—Operatic Selection..... "The Gipsy"
Hand of the 3rd M.L.L.
10—Song..... "The Lightfooted Kites"
Corp. W. J. Terrell, R.K.V.C.
11—Song..... "The Last Waltz"
Corp. W. J. Terrell, R.K.V.C.
12—Song..... "The Night Watch"
Serge W. T. French, R.C.A.
13—Recitation..... "The Lay of St. Aloys"
Lieut. J. Mossop, R.K.V.C.
14—Song..... "The Last Waltz"
Serge W. T. French, R.C.A.
15—Song..... "The Last Waltz"
Serge W. T. French, R.C.A.
16—Song..... "The Last Waltz"
Serge W. T. French, R.C.A.
17—Song..... "The Last Waltz"
Serge W. T. French, R.C.A.
18—Song..... "The Last Waltz"
Serge W. T. French, R.C.A.
19—Song..... "The Last Waltz"
Serge W. T. French, R.C.A.
20—Song..... "The Last Waltz"
Serge W. T. French, R.C.A.

Fire railway through Siberia has this spring carried over 100,000 immigrants to the Far East. Last year 16,000 were settled along the Ussuri river. These immigrants are of the class fostered by Government. They are conveyed at nominal prices, with all their goods and chattels, provided with land and first aid to settlement in hard cash and are called up to serve when wanted as soldiers. Naturally, those families are chosen whose members have been through the military mill in Europe already. This is known as the Cossack system, and the men are to all intents and purposes actually Cossacks.

THE Australian correspondent of the *N. C. Daily News*, speaking of the Royal visit there, says:—"However much may be written and said about the yellow element in Australia, the fact remains that the spectacle organised by the Chinese residents of Victoria, in honour of the Ducal visit was a distinctly popular one. We who come of a Western stock may laugh at the tawdry art with which the Celestial decks his street pageants, his dragons and other curious animals may convey no meaning to our superior intelligence, and his music appear but a discordant jumble of sound. Still when he turns out in all his glory to proceed through our wide and prosaic thoroughfares, no one leaves until he has seen the infuriated dragon's swishing tail disappear around the corner.

AT St. Petersburg, on November 14th next, will be opened an exhibition of the arts, manufactures, products, and inventions of the British Empire, to be held in the Tauride Palace and grounds, which have been graciously lent for that purpose by the Empress Alexandra Feodorovna. Trade between Russia and the United Kingdom, both in exports and imports, has steadily declined in the last decade, and it is hoped by this exhibition to do something to put an end to this condition of things. The Tsar and many of the highest Russian officials are displaying deep interest in the undertaking. Visitors to the capital are familiar with the Tauride Palace, which, situated about a mile and a half from Newsky Prospect, is one of the most exquisitely decorated historical buildings of the city. For the exhibition, it affords an area of 44,000 superficial feet, and space remains in the grounds for two other buildings of 100,000 and 60,000 superficial feet respectively. The exhibition, which is inaugurated at the height of the Russian season, remains open for three months.

WATER POLO.

A water polo match took place yesterday at the Victoria Recreation Club in the presence of a large number of spectators. It was between a team from the Field Battery of the Hongkong Volunteers and a picked side from the Garrison.

The Field Battery (red caps) were Messrs. Kenneth, Lapsley, Loureiro, A. E. Alves, A. A. Alves, Miller, and Lieut. Armstrong. The Garrison team (white caps) were represented by Messrs. Josling, Snelgrove, Monk, Mertens, Morris, Gregory, and Hogg. The game from start to finish was very fast. The individual play of some of the white caps, notably Messrs. Gregory and Monk, was good enough to win the match, but the organised game of the reds was too strong, enabling them to win by 6 goals to 2. The most conspicuous among the winning side were Lieut. Armstrong, A. E. Alves, A. A. Alves and A. Loureiro.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

THE GYMKHANA MEETING.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—I note with surprise your report of our Gymkhana Meeting and also the anticipatory screech that appeared on Friday. Will you kindly understand on my part that all these meetings are arranged by a party of gentlemen who do not hold themselves responsible to the ordinary public and with equal indifference look upon praise or censure. The ladies and gentlemen who took an active part in what your "penny liner" (if you will pardon the expression) called foolishness, interested themselves and amused the circle of their friends who attended; as for any patronage by the outside public we can ignore that altogether, and hope in future you will remember we do not aim at being the promoters of a racing meeting.

I remain, Sir, Yours truly, "MEMBER."

Hongkong, July 2nd, 1901.

[Yes "Member," we helped ourselves liberally to salt as we read your letter. Did you back a loser?—Ed. H.K.T.]

BEACHCOMBING.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—You have the reputation of doing a fellow a good turn when you can, so with a lot of talk of the joys of fellows there are on the beach just now, and why don't they run them in? Well, I'm one of them and I've never been in goal in my life. I'll tell you how I came to be in my present condition. I was paid off in Hongkong and like a fool played up most of my stuff as soon as I got ashore. I thought I could easily get another ship. But I find out my mistake when it's too late. The case is simply this. They will only engage men from the "Sailors Home." You have to plank down \$40 before you can get into the home. I haven't got \$40 and there you are; my papers will show I'm no loafer but a man of good character and up to my work, and yet I'm a beachcomber. I don't say there are not a lot of waters knocking about, but I know a number of men, good seamen, floating round and because they can't get into the Home they're damned.

Yours truly, BEACHCOMBER.

Hongkong, July 2nd, 1901.

AT THE MAGISTRACY.

SANITARY BOARD CONVICTIONS.

Inspector Hogarth of the Sanitary Board had a list of 21 charges this morning and in each case the defendants were fined. The offence generally was the possession of cubicles built contrary to law. Some of the offenders had been warned as far back as last February.

THE ABSENTEE DRUNK.

John Garner on being called this morning was absent. His bail \$5 was created—Charge, Drunk and incapable.

CHAIR COOLIE AGAIN.

Lam Wang summoned Dr. T. J. Lopes, a clerk in Messrs. Gibb, Livingstone & Co. for

refusing to him his chair hire. The evidence was very contradictory, and the summons was dismissed.

A cross-summons taken out by Mr. Lopes against the chair coolie was also dismissed.

POST OFFICE.

Tong Yuen, cook of the s.s. *America* was charged with bringing mail matter from San Francisco, thereby unlawfully infringing the rights of the post-master. The defendant was fined \$100 or 2 months' hard labour, it seems to us the lawful rights of the post-master are not difficult to infringe.

SNATCHING A JACKET.

To Ling, determined to clothe himself, took a jacket from Ip Tim's shop. Six weeks' labour.

"OLO CUSTOM."

The case of Cheung Ka Yan and Shan before Mr. Hazeland, was typical of the custom Cheung and Shan were charged with procuring and detaining. Chan Choi Min, a married woman. The evidence showed it was a and square deal, \$95 was paid for the woman, although she only got a part of the money herself, the arranger of the business took his squeeze. The law of custom prevailed and the defendants were discharged.

QUARANTINE.

The Chamber of Commerce learns from the Government that a telegram has been received from H.B.M.'s Consul at Foochow to the effect that quarantine is imposed at that port on vessels from Hongkong, Swatow, and Amoy.

THE PLAGUE.

Number of cases reported (Chinese.....1,421 up till noon of the 1st Other Asiatics 48 July, 1901.....26 Europeans.....26 Number of cases reported (Chinese.....14 during the past 24 hours Other Asiatics 0 Europeans.....0

Total number of cases reported to date 1,509

Number of deaths reported (Chinese.....1,384 up till noon of the 1st Other Asiatics 2 July, 1901.....19 Europeans.....19 Number of deaths reported (Chinese.....18 during the past 24 hours Other Asiatics 0 Europeans.....0

Total number of deaths recorded to date 1,403

Since noon on Saturday last the cases and deaths are:—

Cases Chinese.....22 Other Asiatics.....1 Europeans.....1 Total.....24

Deaths Chinese.....21 Other Asiatics.....1 Europeans.....0 Total.....22

The plague returns for last week were:—

Cases.....62 Deaths.....61 The returns for 2nd July, 1894, were:—

Total deaths to date.....2,231 New cases in previous 24 hours.....13 Deaths in previous 24 hours.....19 Patients under treatment.....138

The Malay Mohamed Juan admitted to Kennedy Town Hospital yesterday, died this morning.

Mrs. Dos Remedios who was removed yesterday to the plague hospital met her death in a very tragic manner. On reaching the Hospital she was in a state of delirium. All care was taken and an anæsthetic put in charge; Mrs. Remedios suddenly leaped from the bed and rushing out of the room threw herself from the verandah to the ground. When picked up it was seen that her injuries were of such a nature as to preclude any hope of her recovery and she died shortly after.

The remaining European patients are all doing well.

THE RAILWAY IN CHINA.

THE ASSASSINATION OF MR. HOSHI TORU.

The *China Gazette* gives the following account of the murder of Mr. Hoshi Toru, the Japanese Consul-General, which was wired by our correspondent to the *Yokohama Specie Bank* on the 21st ult. Mr. Hoshi Toru was attending a private meeting of the Tokyo Municipal Council. After the meeting adjourned at 3 p.m. on the day in question, he was in conversation with the Council room with Mr. Matsumoto, Chairman of the Tokyo Municipal Council, Messrs. Hata and Yoshida, Deputy Chairmen of the Council and Messrs. Nakabuchi, Ezaki and Ichi, members of the Council. Just at that time a man called Iba Sotaro, aged about 40 years, came in and asked to see the Municipal Councilors, saying that he belonged to the National Committee of the District of Yotsu-ri, Tokyo. The Municipal people considered from his appearance that he was a man of position and had no suspicions about him. However, suddenly he rushed behind Mr. Hoshi and with a dagger stabbed him through the lung from the right hand side. Iba being an old samurai and a famous fencing master stabbed his victim in a vital part and Hoshi was not able to offer any resistance nor were the other bystanders able to do anything at the time, owing to the suddenness of the attack. But Mr. Hiraga, secretary of the Municipal Council, arrested the assassin and then the other members of the Council and Mr. Kusakabe assisted in the work and the police arrived and the assassin was sent to the police station. Mr. Hoshi's wound was so deep and deadly that he never uttered a word from the moment he was struck. Doctors were called in, but before their arrival the victim of this terrible tragedy was dead. His body was sent to his residence at Anyama. Iba Sotaro told the police that he always intended to murder Hoshi and had given up all his property, as well as his wife and children, had planned the assassination with great caution and he would have lost "face" if Hoshi survived the wound he intended to inflict. He had determined to kill him for the sake of national education. Iba Sotaro, a samurai of old Tokugawa Shogun and at the time of the reformation fought against the Mikado. Afterwards he opened a school of agriculture, but he also opened a school of education called "Fukuroku" and devoted himself to education. In the year 1892 he entered the Japan Savings Bank and became afterwards the President of the Bank where he was an adviser up to the date of his crime. He is 51 years old and a famous fencing master among the swordsmen of the day. The *Japan Times* of the 22nd adds the following particulars:—When the assassin drew out his sword after the last thrust Mr. Hoshi fell off his chair in a dying condition, and it was then only that Mr. Hiraga clerk of the meeting realizing what had taken place jumped at the murderer from behind and took away from him his bloodstained sword. The others came to the clerk's help and assisted him in capturing the assassin who, however, offered no resistance, saying that he knew what he was doing and he was not a man to run away. Shortly after some policemen arrived on the scene and took the man away with them.

The above is in brief an account of how the horrible crime was committed as given by one of the eye witnesses on the occasion. As to the motive of the assassin nothing is yet known except vague rumours. It is however said that he is a follower of some noted Sotaro Iba, and living in Yotsu-ri.

As for Mr. Hoshi he died of the effects of the wounds soon after the attack had been made on him. About an hour after his remains were carried in a carriage to his residence in Anyama. Mrs. Hoshi and her family have our deepest sympathy as well as that of all right minded persons throughout the empire.

THE WOOSUNG RAILWAY.

The management of the Shanghai-Woosung Railway, which for some characteristic but idiotic Chinese reason, is officially styled the Sung-Wu Railway, seem at last to realize that they ought to give a little value for the exorbitant charges they exact for the worst managed and most expediting little railway in the world. This distinction surely the line in question has earned, as after nearly three years of its existence it has no night service and suspends operations when the sun goes down. A glimmering of reason, however, seems to have struck in somehow and illuminated the minds of the management, that the travelling public want something more from a line which runs nowhere and ends up a squirrel path in the wilds of Hongkong. But they are not quite sure what their patrons desire. So accordingly, more *Sinews*, they have put on a couple of pretty tannery covered cars in the hot weather instead of sticking in the cooler leather during the summer months, and have also reduced the first class fare to sixty cents—which is only what we have been paying all the past year, though the tickets were marked 80 cents—an atrocious charge for a ten minutes journey. But the Sung-wu directors seek to give the traveller the value for his money by making their trains crawl along at the rate of something less than 20 miles an hour, taking even half an hour to do the journey. Still we must be thankful for any sign of dawning intelligence and will continue to hope the railway people will persevere and grow in enlightenment, as the centuries roll by. Yesterday Mr. Dunstan, the locomotive superintendent, took the press representatives down the line and "filled them up" with tiffin etc. at the Woosung Hotel, while showing them the results of dawning light in his direction as evidenced by the tapestry covered cars and the actual 60 cents instead of the nominal 80 cent fare which no body paid. If the railway management would rise to the wild enthusiasm of a night service and continue the line to somewhere that people would want to go to, we give them over unreserved benediction, but so far, if we may speak plainly, the Lilliputian Sung-Wu line only whets the appetite of the traveller for more. What the astute Sheng can be thinking about in letting such a gold mine as the railway to Sochow and Hangchow lie idle till after the die, we cannot imagine.—*China Gazette*.

TUNG FU-SIANG IN MOTION.

SHANGHAI, June 26th. News arrived here yesterday that General Tung Fu-siang is marching on Taiyuan, and that the Governor of Shanxi is soliciting foreign assistance.

THE DEPARTURE OF GENERAL GASELEE.

General Gaselee is expected to leave Peking on the 18th inst.—*N.C. Daily News*.

BERLIN, 24th June.

NEWS FROM RUSSIA.

An international Board is about to be formed at Tientsin for the War Loan service, and those connected therewith will also be entrusted to watch over the income of the sea salt gabelle.

The situation in Manchuria is again considered serious at St. Petersburg, as according to late news large bodies of troops, both Mongolian and Manchurian, are reported to be congregating.—*Ontario Herald*.

INDEMNITIES PAID IN KANGSI PROVINCE FOR THE RIOTING OF MISSIONS IN 1900.

NANCHANGFU, June 20th.

In view of the fact that so much is being said in the papers and elsewhere regarding the amount of indemnity being paid by the Chinese Government to the various missionary societies carrying on work in China, I suppose no missionary will object to the facts being fully published. What we want is facts, and then if there is anything crooked about this indemnity business, let the individual responsible for the crookedness be held responsible. I send herewith a list of indemnities taken from the official records as per agreement made by representatives of the various missionary societies concerned.

French Missions, R.C.'s. Number of places rioted 46. Indemnity agreed upon for churches destroyed and losses sustained by native Christians: Tls. 511,010, plus 5915,257.14.

American Missions, Protestants. Number of places rioted 5. Indemnity agreed upon for churches and native Christians 519,028.

American Bible Society 5120.00.

English Missions, Protestants. Places rioted 5. Indemnity for churches and native Christians 518,930.

German Missions, Protestants. Places rioted 2. Indemnity for churches and native Christians 519,080.

Number of native cases in Court. French Missions, Catholics 2,300. American Missions, Protestants, 40. English Missions, Protestants 33. German Missions, Protestants, List incomplete.

Recapitulation:—

Total Catholic claims, Tls. 511,010 plus 5915,257.14.

Total Protestant claims, 537,988.

Total Catholic cases in court 2,300. Total Protestant cases 73.

The Catholics occupy about 60 centres of work in the province, while the Protestants occupy about 140. It is impossible to give anything like an accurate estimate of the numerical strength of the Catholic and Protestant Missions. It is safe to say that in late years when the loss was about the same, that there was a discrepancy in the amount of indemnity demanded. It is possible that these figures and notes may be of interest to our diplomats of the various countries now financing with China. If tabulated statements could be had from all the provinces they might be interesting documents to place in the archives for the benefit of the future historian.—*N.C. Daily News* Cor.

THE PEKING-TIENTSIN RAILWAY.

Some interest has been recently aroused by telegrams concerning an accident on the railway which forms the geographical backbone of the military situation in China. It was first reported as due to a "culvert repaired by the Germans." Next, as caused by a heap of sand on the line, and finally, as in a measure due to the general condition of the line which needs to be repaired. "The military engineers have had to make the best of rails which were damaged by the boxers, and an inadequate supply of sleepers and bolts, etc." Which ever of these is more nearly correct, one cannot refrain from the feeling that possibly if the repairs to and running of the line were left to those who designed, built, and maintained it, it might run more sweetly. It is ill working on thin ice, and that the ice over there is very thin may be judged from the wording of the first telegram above noted, and from the fact that the penalty of a tug belonging to one nation only touching a bridge guarded by another nation is sufficient excuse for a volley. The existing staff of the northern railways carried all the Chinese troops sent north in the China-Japan war over a single line and light rail, and carried them without a hitch through the disastrous floods which breached the line at frequent intervals. Repairs had to be constantly made on banks, bridges, and culverts, and the troops were kept going through out without even a small accident—saving that once a "brave" from far districts tried to stop a car with his toe! Even in that case no damage was done to the car! On the double track (Tientsin-Peking line) the boxers, drawing in their own details to the general orders given them from Peking, drew the spikes or forced the trained natives to do so, piled the sleepers inside the stations, soaked them with kerosene, and so burnt up sleepers and stations buildings together. The rails, being too heavy to carry off to the villages, were thrown down on one another, or on bridge abutments, and so bent as to be useless. It is scarcely conceivable that the military engineers who first assumed possession of the line, Russians, Germans, and French, should not have long ago ordered and received such rails as were necessary for repairs if they have been received, it would seem difficult to account for the statement that a line which a year ago was an excellent piece of work in every respect—fully ballasted, well laid with heavy rails, and over which 55 miles per hour was often run comfortably—is now "utterly inefficient for the traffic." Nothing but lamentable neglect on the part of those who withheld this railway from the British bondholders—the mortgagees of the line—and their engineering staff on the ground, can explain such a fine piece of engineering being reduced to one "utterly inefficient for the permanent traffic." The last occurrence of an accident of any importance on the Imperial Chinese railways was over ten years ago, and that was the first after some ten years' working.—*Engineering*.

THE INDIAN TROOPS IN CHINA.

A press correspondent has elicited some interesting facts relating to the reports of indiscipline, bad behaviour, and lack of smartness and bravery on the part of the Indian troops in China which have been spread by unfriendly critics in Europe.

An Anglo-Indian officer said that so far as the regular Indian troops were concerned there was no truth whatever in the allegations. The bravery, the behaviour, and discipline of the men throughout the campaign had been admirable.

But at the same time (and he had high authority for this statement) he could well imagine how the reports had arisen. The fault lay with the Indian followers and coolie bearers, whose behaviour and appearance led much to be desired. These men, of whom there were some thousands, were certainly open to criticism, and had no doubt been taken by the intelligent foreigner for Indian soldiers and criticised as such. The ragged and undisciplined appearance of these men had no doubt led to wholesale condemnation of the Indian troops.

In conclusion, he said, where he is in a tight place he would as soon have a high-class Indian regiment—the Sikhs, for instance—than him at a regiment of Guards.

PROPOSED TEA TRUST.

A recent issue of the *New Press* says:—A Tokyo telegraphic despatch states that the Japanese tea merchants are discussing the measures to be taken in view of the formation of a Tea Trust. Meetings have been held at the Daito-kan Hotel, Shidzuoka. Messrs. Otani Kabei, Matsuo Miyoji, Nakamura Jiro, Kishimoto Shiro, Oishi Khei, Uno Asaburo, Baba Sadamu, Aisawa Khei and Yamamoto Kametaro are the principal representatives at the meeting. Mr. Otani explained the nature and origin of the Tea Trust on the first day but nothing was decided, as the tea districts of western Japan were not sufficiently represented.

In the *Japan Times* appears the following copy of a letter addressed by five of the foreign firms to the President of the Tea Guild on the subject of the proposed Trust.

(Copy).

Yokohama, 18th June, 1901.

K. OTANI, Esq., President Japan Tea Guild.

SIR,—We, the undersigned firms, understanding that we have been represented as being in favour of the proposed Tea Trust, beg to state that we see no good reason for the formation of any trust. Moreover, we are of opinion that such an undertaking could not be successfully carried on.

We are, Sir, Your obedient servants,

pro. JARDINE, MATHESON & CO. H. KESWICK.

HUNT & CO. HELLIER & CO. BERNARD & CO. J. M. BRANDENSTEIN & CO.

PRESENTATION TO COUNT VON WALTERSEE IN KOBE.

The *Kobe Chronicle* says:—It has been decided to present a souvenir, in the shape of a silver bowl, to Count von Waltersee when he passes through on his way home. In this, needless to say, residents of different nationalities are co-operating, all being pleased to have this opportunity of showing their appreciation of the distinguished services rendered by the Field-Marshal as Commander-in-Chief of the Allied troops in North China. Those who are more actively interesting themselves in the matter are Messrs. Yamamoto Kametaro (Chairman of the Japanese Chamber of Commerce), Osone Kiichiro, Ushiba Takizo, E. W. Tilden, Ch. Lange de la Camp, H. Pitteri, A. H. Groom, Gutierrez, I. A. Aillon, and W. Tallers. Mr. Aillon has kindly consented to act as Honorary Secretary and Treasurer, and subscriptions will also be received by the Hongkong and Shanghai and Chartered Banks. All residents are cordially invited to subscribe, such subscriptions being naturally limited to small amounts.

The bowl which was selected by the Committee is on view at Messrs. Kuhn and Komor's Art and Curio Store, and is a very fine sample of Japanese art metal-work. The bowl itself stands 6 inches high and measures 12 inches in diameter. On the convex side the bowl is chased in relief to represent a chrysanthemum in full bloom. The interior is fluted, the depressions corresponding to the graceful lines of the rim. It stands on an ebony carving itself an object of rare value—seven inches high. The cup, at present, is not quite complete, a small plate with an inscription having to be affixed. It says much for the resources of Messrs. Kuhn and Komor's establishment that the Committee were able to find there precisely the ornamental bowl they desired.

THE CHUCKERS-OUT.

There are Continental gentry Who have hidden me believe, That Joe commenced the racket, Without "the people's" leave. But next time I hear this statement, They say confidently to represent, I shall ask them to account for, These Eight Hundred Chuckers-out.

They say that Stead (that vermin!) Has "the people" at his back, That the mighty "British Public" Follows Mr. Morley's tack. But don't you think their theory Is open to a doubt, When a pro-Bear Missionary Needs Eight Hundred Chuckers-out?

I fancy when a speaker, Has his audience by the hearts: When he has a willing target, For his oratorical darts: That he really should be capable, Of getting on without, A noble guard of honour, Of Eight Hundred Chuckers-out.

Perchance the British Public, Feel as Joe's detractors say, And perhaps he's merely gulled them, Just to work his wicked way, But anyhow—*Let Continence*, When Joseph takes the floor, He doesn't have to hire, Gentlemen to keep the door.

JOSE CHINCHINJOSS, in the *Singapore Free Press*.

NETHERLANDS INDIA NEWS.

(Straits Times.)

Cinchora planters in Java are now rejoicing. The price of bark has been so low of late that the idea of restricting production to raise the price had gained ground among them. The point was still under discussion when all of a sudden the price shot up. It has now for months kept up so high as to give rise to the belief that bark stocks in Europe are low, despite the enormous exports of the article thither in 1900.

At Ternate, in the Moluccas, the Packet Navigation Company is trying hard to compete with the Chinese-owned steamers which trade between that port and Singapore. Ill-success has hitherto attended the Company. The Chinese and Arab traders prefer the rival steamers which go direct to Singapore and take cargo on more favourable conditions than the heavily subsidised packet steamers can offer.

Mining coolies have a hard lot, working as they often do under unhealthy conditions in newly opened up places such as Redjand Lebong. Sickness, hardship, and high death rates are common. The Government seek to improve matters by a Coolie Ordinance which is said to fall short in not providing more explicitly for mining companies attending thoroughly to the sanitary wants of the coolies.

The Theosophists at Samarang kept, the other day, the "White Lotus Day"—the anniversary of the death of Madame Blavatsky, their prophetess, in 1891. Addresses in her praise were delivered, and much was said of the mystic significance of the lotus flower, a phylactery. The "White Lotus" was also sung by those present, and a portrait of Madame Blavatsky was shown. Chobla has broken out at Bagdad, and the authorities are at a loss.

once vigorously started a grand sanitary cleaning-up of the city. Hundreds of convicts were set to work to remove the heaps of refuse and rubbish lying about which had been untouched for months.

At the Government coal mines at Ombilia, in Sumatra, the output has so fallen off from scarcity of labour that the Government had to fall back upon Cardiff and Bengal coal for storage purposes at Sabang Bay (Pulo Way).

The Java Government has just made a progressive move, by allowing women to compete at the examination for the Government clerical service. Steps have also been taken to throw open appointments to women.

BRITISH APPROVAL OF AMERICAN POLICY IN CHINA.

The *Literary Digest* says the press of Great Britain is almost unanimous in commending our (U.S.) Chinese policy. *The Times* and *The Daily News* (London), usually at opposite political poles, seldom lose an opportunity to praise our moderation and good sense. The American suggestions in the far East are always sensible, says *The Guardian* (Radical, Manchester). Commenting on Mr. Rockhill's plan for basing the Chinese indemnity on the sum China can afford to pay without becoming bankrupt, *The Guardian* says:—"Compensation there must be; but the assumption throughout the negotiations that it is the lower limit that is fixed by the actual expenditure of the victors in the war is wholly novel at war with China; what, then, is the legal justification of an indemnity? Again, what compensation do the powers mean to pay to China for the indiscriminate pillage in which their troops have indulged? Surely the losses incurred by China through the shameful violation of the laws of war by some of the international troops should be told off against the expenditure incurred by the powers in protecting their legations?"

Mr. Rockhill's plan is a common-sense and businesslike proposition, says *The Outlook* (London); but it fears that the plan is too simple for acceptance. *The Celestial Empire* (Shanghai), published under English auspices, sees evidence of an attempt on the part of Russia to gain American friendship and even alliance. This journal quotes the Russian statesman, Prince Ukhomskiy, as declaring that "Russian autocracy has nothing in common with Czarism, but is a national idea of unity which fits her for alliance with America against English imperialism." It scolds this idea and asserts that Russia and America can have nothing in common. Their policies in China are at complete variance. Russia opposes sending missionaries to China, as the enlightenment of the Chinese means the failure of Russian ambition. But the American missionary, "perhaps more than any other, stands for enlightenment."

NOTANDA.

CALENDAR.

JULY.

Meteorological means based on fifteen years observations to 1895.

Barometer..... 29.738

Thermometer..... 81.6

Humidity..... 83.0

Rainfall..... 14.210

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.

Barometer..... 29.67 29.59

Temperature..... 81 85

Humidity..... 76 75

Rainfall..... 0.01

Tuesday, 2nd July, 1901.

Chinese—17th of 5th moon of 27th year of Kwang-su.

Sun—Rises..... 5hr. 20min.

Moon—Full Moon 6hr. 54min. a.m.

High water—Morning..... 5hr. 25min.

Afternoon..... 5hr. 40min.

Low water—Morning..... 5hr. 3min.

Afternoon..... 5hr. 5min.

ANNIVERSARIES.

1840—Amoy forts and a fleet of junks destroyed by H.M.S. *Blonde*.

1850—Sir Robert Peel died.

1857—Lord Elgin arrived in Hongkong.

1873—French Expedition from the Hungkiang arrived in Hongkong.

1881—Assassination of President Garfield.

1897—Banquet given to the Russian Ambassadors by the Empress Dowager.

TO-MORROW.

Wednesday, 3rd July, 1901.

Chinese—18th of 5th moon of 27th year of Kwang-su.

Sun—Rises..... 5hr. 21min.

Sets..... 6hr. 41min.

High water—Morning..... 5hr. 3min.

Afternoon..... 5hr. 16min.

Low water—Morning..... 5hr. 4min.

Afternoon..... 5hr. 9min.

ANNIVERSARIES.

1842—Attempted assassination of Queen A. Victoria by John Bean.

1844—Treaty of Wanghai signed.

1866—Battle of Sadowna.

1880—General Gordon arrived in Hongkong on his way to visit Li Hung-chang.

1890—Prince Phaulrangsi and suite arrived in Hongkong.

1897—Death of Mr. J. M. Armstrong, Governor of the Straits.

1898—Aginaldo proclaims the Republic of the Philippines and assumes office as President—Admiral Sampson destroyed Spanish fleet under Admiral Cervera at Santiago.

1899—Miss Ada Wallace drowned while boating at Shanghai.

AGENDA.

TO-MORROW.

H. K. V. Co.'s Promenade Concert at the Volunteer Parade Ground.

3 p.m.—D. S. S. & Co.'s steamer *Catherine Ahear* leaves for Indian Ports.

9 p.m.—Open-air concert at the Parade Ground. Headquarters by the H.K.V.C.

O. S. K. Co.'s steamer *Anping Maru* leaves at daylight for Foochow via Swatow and Amoy.

5 p.m.—H. A. L. Co.'s steamer *Acilia* leaves for Yokohama and Kobe.

Cargo ex *Silvia* subject to rent.

Cargo ex *Malacca* subject to rent.

THURSDAY, 4th.

Noon—T. K. Y. Co.'s steamer *America Maru* leaves for San Francisco, via Shanghai, etc.

8 p.m.—Smoking Concert at the Masonic Lodge, Zetland Street.

FRIDAY, 5th.

N. V. K. steamer *Kawachi Maru* leaves for Kobe and Yokohama at daylight.

Cargo ex *Revalder* subject to rent.

The P. & O. Co.'s steamer *Bengal* leaves for Shanghai.

SATURDAY, 6th.

Noon—P. & O. Co.'s steamer *Chusan* with mails etc. leaves for Europe.

12.15 p.m.—Meeting of the Shareholders of the Hongkong Electric Company Ltd. at their offices.

C. N. Co.'s steamer *Taiyuan* leaves for Brisbane, Sydney, and Melbourne.

MONDAY, 8th.

Cargo ex *Acilia* subject to rent.

WEDNESDAY, 10th.

O. S. K. Co.'s steamer *Maizuru Maru* will leave for Amoy, via Swatow and Amoy.

THURSDAY, 11th.

Noon—N. D. L. Co.'s steamer *Kiautschow* with mails etc. leaves for Southampton.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

June 22nd.

Mr. Rattenbury, now in Hongkong, takes command of the *Dismanite*, the present captain goes home to bring out a new steamer.

Mr. MacArthur, and officer *Esmeralda*, is promoted 1st officer, of that ship.

Mr. Johnstone, sails as 2nd officer of the *Esmeralda*.

June 24th.

Mr. Gibson, chief officer of the *Haitan*, has been transferred to the *Haitan* in the same capacity.

June 25th.

Mr. Fraser ex 3rd mate of the *Diamante*, is promoted and mate.

Capt. Ramsay of the *Diamante* is going home on leave.

Mr. J. Evans has gone chief officer of the *Haitan*.

Mr. A. B. Short is acting chief officer of the *Haitan*.

Mr. C. Walker, late 3rd officer of the *Haitan*, is promoted 2nd officer of the *Haitan*.

Mr. Atwood, recently on sick leave, has gone 3rd officer of the *Haitan*.

Mr. Fairhead, has been appointed supernumerary 2nd officer of the *Haitan*.

June 26th.

The officers of the s.s. *Tsinan* are, Captain O. Anderson, chief officer C. Webb, and A. Burn, 3rd J. Carle, chief engineer J. Runcie, 2nd M. Murray, 3rd P. Maquire, 4th J. Smythe chief steward J. Wilson.

June 29th.

Mr. G. A. Elliot of the s.s. *Whampoa* is ashore in Hongkong preparatory to passing for master.

July 1st.

Captain Merlees, formerly of the *Haitan*, has been appointed captain of the *Haitan*.

Captain Merlees, Jun, formerly captain of the *Haitan*, is appointed to the *Haitan* in the same capacity.

Captain Anderson has been appointed to the command of the *Haitan*.

Mr. Rodger, formerly 2nd officer s.s. *Diamante* has gone home, and will return as chief officer of one of Messrs. Shewan Tomes, mess steamers.

Mr. Fraser, 3rd officer, has been promoted 2nd officer of the *Diamante*.

Mr. F. Turner has been appointed 3rd officer of the same ship.

Mr. Swanton is appointed 3rd officer of the *Esmeralda*.

Mr. Arthur Notley is appointed chief officer of the s.s. *Diamante*.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Annam*) to-morrow.

English (*Bengal*) 4th instant.

American (*City of Peking*) 4th instant.

Canadian (*Empress of Japan*) 9th instant.

American (*Gaelic*) 12th instant.

American (*Hongkong Maru*) 20th instant.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at Yokohama at 9 a.m. on Monday the 1st inst., and left again at 2 p.m. same day for Kobe where she is due to arrive at 1 p.m. on Tuesday the 2nd inst.

HONGKONG AND WHAMPOA DOCK RETURN.

Arctura..... "at Kowloon Dock.

Union..... " " "

Keongwai..... " " "

Suxet..... " " "

Kolschank..... " " "

Juno..... " " "

Australian..... " " "

Colonia..... " " "

Colonia..... " Cosmopolitan.

Munchen..... " " "

Sinangan..... " " "

P. C. Kiao..... " " "

PASSED THE CANAL.

Outward—11th June—*Katsow, Kongsberg, St. Irene, Erichsen, Franz Ferdinand, Erica, Glengale, Glenroy, 14th June—Bamber, Patroclus, Ernest Simons, 18th June—Antenor, Indus, Awa Maru, 21st June—Hing Maru, Edleron, 25th June—Angul, Neckar, 28th June—Benvenia, Stentor, Saxonia, Alexander.*

Homeward—18th June—*Stuttgart, Banna, Dresden, Baluwa, Meridian, Ocean, Siskonia, 25th June—Canton, Preussen, Siskia.*

Arrivals at Hong—25th June—*Asagiri, Awa Maru, Kongsberg, Marburg, 28th June—Willekind, Antenor.*

Shipping.

Arrivals.

KASHING, British steamer, 1,158, R. Sanderson, 1st July, Hongay 29th June, General.—Butterfield & Swire.

TAISUIN, American steamer, 1,216, Patterson, 2nd July, Canton 1st July, General.—C. M. S. N. Co.

ITURDA, British transport, 3,361, M. England, 2nd July, Calcutta 19th June.

LOWTHER CASTLE, British steamer, 2,961, Jackson, 2nd July, Yokohama 5th June, and Amoy 30th, General.—Dodwell & Co., Ltd.

FRICHING, British steamer, 980, J. Gordon, 2nd July, Canton 1st July, General.—C. M. S. N. Co.

KANSU, British steamer, 1,240, Arnold, 2nd July, Canton 1st July, General.—China.

YUENSANG, British steamer, 1,128, P. H. Rolle, R.N.R., 2nd July, Manila 29th June, General.—Jardine, Matheson & Co.

HAITAN, British steamer, 1,183, J. S. Roach, 2nd July, Foochow 28th June, Amoy 30th, and Swatow 1st July, General.—Douglas, Laprak & Co.

TSURUHIKO MARU, Japanese steamer, 1,240, Itigami, 2nd July, Keelung 29th June, Cochin, Nippon Yusen Kaisha.

KWAIYANG, British steamer, 1,062, A. W. Outerbridge, 2nd July, Tientsin via Chifoo and Wei-hai-wei 25th June, General.—Butterfield & Swire.

DEWAWONOSE, German steamer, 1,057, H. Textor, 2nd July, Koh-i-chang 26th June, General.—Butterfield & Swire.

Clearances at the Harbour Office.

Jacob Diederichsen, German str., for Hoilow.

Apnradie, German str., for Haiphong.

Pak Kong, British str., for Canton.

Haimoon, British str., for Canton.

Tsinan, British str., for Yokohama.

Kueiyang, British str., for Canton.

Kansu, British str., for Canton.

Departures.

July 2, *Kwongsang*, British str., for Hongay.

July 2, *Deucalion*, British str., for Shanghai.

July 2, *Wosung*, British str., for Canton.

July 2, *Taitang*, British str., for Canton.

July 2, *Sullberg*, German str., for Canton.

July 2, *Rajah*, British transport, for Taku.

July 2, *Altan Kolo*, Ger. str., for Shi-wi-yau.

July 2, *Sultan von Langkat*, Dutch str., for Amoy.

July 2, *Tsinan*, British str., for Yokohama.

July 2, *Loongmoon*, German str., for Shanghai.

July 2, *Revalder*, British str., for Nagasaki.

July 2, *Jacob Diederichsen*, German str., for Hoilow.

Passengers—Arrived.

Per *Yuensang*, from Manila—Messrs. A. Procvavita, Solomon Itokoff, Capt. and Mrs. C. Crane and baby, Messrs. Dy. Ope, Dy. Yaco, James Ellis, Daniel de Rosa, F. E. Emery, R.N., J. M. Zucker, D. Manucl, J. Bantole, S. C. Butler, R. Grey, McMetcalfe, and 10 Chinese. For Amoy—116 Chinese.

Per *Haitan*, from Coast Ports—Messrs. A. B. Reynolds, H. Yacobi, Sher Shan Yuen, and 67 Chinese.

SHIPPING REPORTS.

Capt. P. H. Relfe, of the steamship *Yuensang*, from Manila, reports—Light breeze and fine weather throughout the entire voyage.

Captain A. W. Outerbridge, of the steamship *Kueiyang*, from Tientsin, Chifoo and Wei-hai-wei, reports—Moderate S.E. winds and fog from Shantung Promontory to Heishan's Island, thence to port moderate S.W. monsoon and fine weather.

Captain J. S. Roach, of the steamship *Haitan*, from Swatow, Amoy and Foochow, reports—Left Foochow on the 28th ult. at 4 a.m., and arrived at Amoy at 6 a.m. on the 29th, fresh S.W. monsoon and light S.W. sea throughout. Left Amoy at 4 p.m. on the 29th, and arrived at Swatow at 5.30 a.m. on the 30th, moderate to light S.W. monsoon and smooth sea. Left Swatow at 4 p.m. on the 1st inst., fresh S.W. monsoon, moderate sea, and fine weather. Vessel in Foochow—French cruiser *Desbarres*. In Amoy—*Hong Wan I, In Swatow—Lee Yuen, Binculhao, Tai Lee, Chefoo, Singan, and Fung Chung*.

STEAMERS EXPECTED.

Names.	From.	Date.
Annam	Saigon	To-morrow
Kawachi Maru	Singapore	To-morrow
Siam	Singapore	To-morrow
Indrapura	Japan	To-morrow
Bengal	Singapore	July 4th
City of Peking	Shanghai	July 4th
Biagno	Singapore	July 5th
Kaisow	Singapore	July 5th
Empress of Japan	Vancouver	July 6th
Gaelic	San Francisco	July 12th
Hiroshima Maru	Bombay	July 12th
Hongkong Maru	San Francisco	July 20th

We would direct the attention of shipping firms to the style in which the *Steamers Expected* and *Projected Sailings* are now published in these columns, and in so doing request that the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied, with the latest available information from their firms.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Acilia	Havre, &c.	Aug. 9th
Alcinous	London	July 23rd
America Maru	San Francisco, &c.	July 23rd
Anping Maru	Foochow, &c.	July 3rd
Australian	Sydney, &c.	July 24th
Arara	New York	Aug. 1st
Banca	Shanghai, &c.	July 18th
Bayern	Straits, &c.	July 25th
Bengal	Shanghai	July 5th
Bingo Maru	Kobe & Yokohama	July 18th
Catherine Ahear	Singapore, &c.	July 3rd
China	San Francisco, &c.	Aug. 6th
Chusan	Europe, &c.	July 6th
City of Peking	San Francisco, &c.	July 13th
Coptic	San Francisco, &c.	Sept. 10th
Daljin Maru	Tamsui	July 7th
Doric	San Francisco, &c.	Aug. 15th
Emp. China	Vancouver, &c.	Aug. 7th
Emp. India	San Francisco, &c.	Aug. 28th
Emp. Japan	San Francisco, &c.	July 12th
Gaelic	San Francisco, &c.	July 23rd

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU J. S. Thompson	KOBE and YOKOHAMA	FRIDAY, 5th July, at Daylight.
IDZUMI MARU* M. J. Curnow	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 8th July, at 4 P.M.
WAKASA MARU J. B. McMillan	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 12th July, at Daylight.
HIROSHIMA MARU T. Mural	MOJI, KOBE and YOKOHAMA.	TUESDAY, 16th July, at Noon.
BINGO MARU F. Davies	KOBE and YOKOHAMA	FRIDAY, 19th July, at Daylight.
KAGOSHIMA MARU K. Kon	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 19th July, at Noon.
KASUGA MARU H. Fraser	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th July, at Noon.
YAWATA MARU A. E. Moses	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 29th June, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 24th Aug., at Noon.

THE Twin Screw Steamship

"AMERICA MARU."

will be despatched for SAN FRANCISCO, VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 2nd July 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE, Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection with the

GREAT NORTHERN RAILWAY CO.'S LINES

THE Steamship

"KAISOW" Tons 3,200. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to

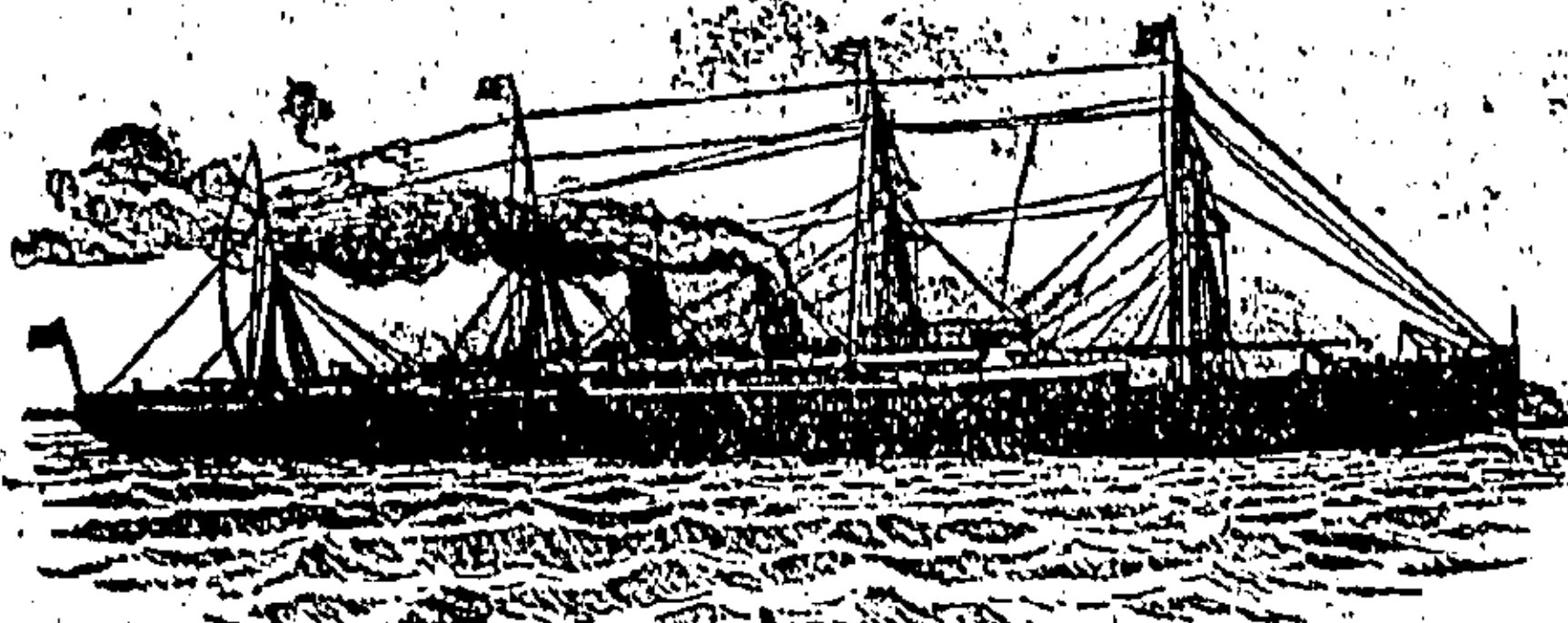
JARDINE, MATHESON & Co., Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GALIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 23rd August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"OPTIC"	TUESDAY, 10th September, at Noon.

THE P.M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

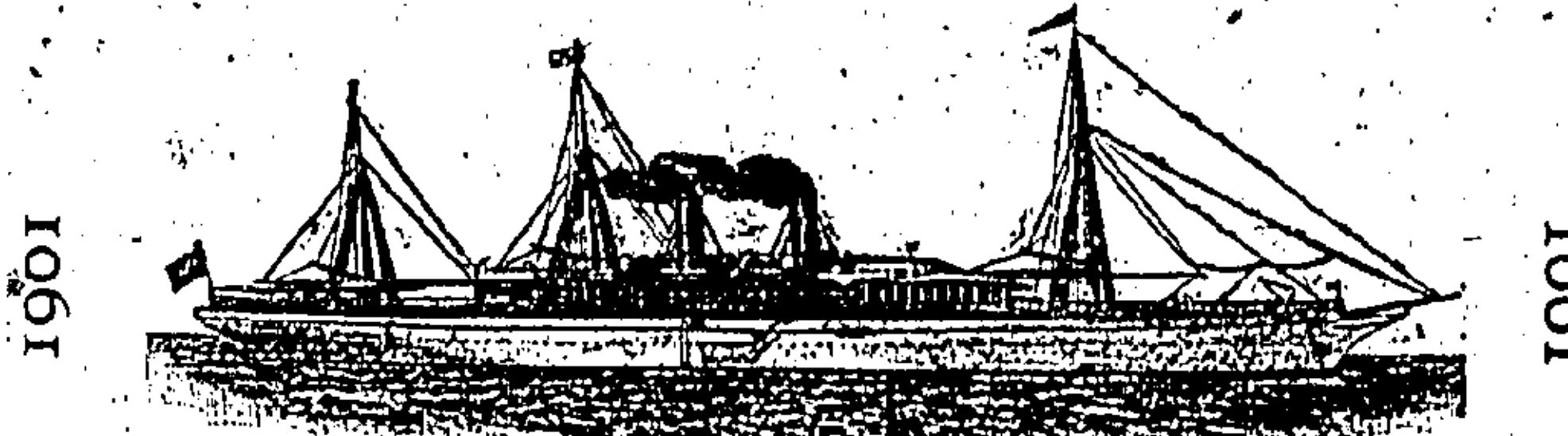
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 27th June, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—8,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 17th July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 28th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points, and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 26th June, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA Schmidt	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	12th July. } Freight.
WUERZBURG Schneider	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th July. } Freight.
ACILIA v. Döhren	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	9th August. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

1, Queen's Buildings.

Hongkong, 13th June, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY LIMITED.

FOR	STEAMERS.	TO SAIL.
BRISBANE, SYDNEY and MELBOURNE	TAIYUAN	6th July.
SHANGHAI	WOOSUNG	6th July.
TIENTSIN	KWEIYANG	10th July.
MANILA	TAIWAN	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	TAIWAN	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th June, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL	"PATROCLOS"	10th July.
	"STENTOR"	23rd July.
	"TANTALUS"	29th July.
	"IDOMENEUS"	7th August.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"PROMETHEUS"	17th July.
	"ALCINOUS"	23rd July.
	"PELEUS"	6th August.
LIVERPOOL (DIRECT)	"GLAUCUS"	15th July.

(Taking Cargo at LONDON RATES.)

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents, O. S. S. Co.

Hongkong, 1st July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above Port, TO-MORROW, the 3rd instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 2nd July, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIRLOONG."

Captain Bathurst, will be despatched for the above Port, TO-MORROW, the 3rd instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 2nd July, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain J. G. Olcott, will be despatched for the above Ports, TO-MORROW, the 3rd July, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 27th June, 1901.

FOR KOBE.

THE Steamship

"TSURUHIKO MARU."

Captain will be despatched as above on SATURDAY, the 6th July, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 29th June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIZURU MARU."

Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 10th July.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 29th June, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI."

Captain will be despatched as above on or about the 10th July.

For Freight, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 14th June, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON & ANTWERP.

THE Company's Steamship

"GLENESK."

Captain J. Rafferty, will be despatched for the above Ports, on THURSDAY, the 11th July.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain Helms, will be despatched as above on WEDNESDAY, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1901.

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"ACILIA."

Captain von Döhren, will be despatched for the above Ports, TO-MORROW, the 3rd instant, at 5 P.M.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 1st July, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAITAN."

Captain Roach, will be despatched for the above Ports, on THURSDAY, the 4th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 1st July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU."

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 7th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

The Share Market.

LATEST QUOTATIONS
(July 2nd)

Companies	Paid up Capital	Latest quotation
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	390 1/2 premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	1/4
The Bank of China & Japan, Limited (Preferred)	£ 1	1/4
National Bank of China, Ltd.	£ 8	87 buyers
Do. Founders	£ 1	81 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$340
China Traders' Ins. Co., Ltd.	\$ 25	\$60 sellers
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yantai Ins. Assoc.	\$ 60	\$120
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$350
China Fire Ins. Co., Ltd.	\$ 20	\$85 sales
Shipping.		
Hongkong, Canton, & Macao Steamship Co., Limited	\$ 15	\$35 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$152
China & Malaya S.S. Co., Ltd.	\$ 50	\$62
Douglas Steamship Co., Ltd.	\$ 50	\$56 sellers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	112 buyers
China Mutual S. N. Co., Ltd. (Preferred)	£ 5	112 buyers
Star Ferry Co., Ltd.	\$ 10	\$7 buyers
Shanghai Transport & Trading Co., Ltd.	\$ 25	\$9 buyers
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$145
Lunghua Sugar Refining Co., Ltd.	\$100	\$36
Mining.		
Panion Mining Co., Ltd.	\$ 9	\$6
Panion Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	25 cts.	32 1/2
Queens Mines, Ltd.	25 cts.	6 cents sellers
Jolebu Mining and Trading Co., Ltd.	\$ 5	\$4 sellers
Raub Aluan Gold Mining Co., Ltd.	18s. 10d.	\$12
Oliver Freehold Mines, Ltd. A.	\$ 5	\$1
Oliver Freehold Mines, Ltd. B.	\$ 5	\$1
Boaka, Wharves and Godowns	\$ 50	\$310 sales
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$104
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 37 1/2	nominal
Wanchai Warehouse & Storage Co., Ltd.	\$ 6 1/2	\$24 buyers
New Amoy Dock Co., Ltd.	10	\$9.85
Cotton Mills.		
China Provident Loan & Mortgage Co., Ltd.	\$100	\$200 buyers
Hongkong Land Investment & Agency Co., Ltd.	\$ 30	\$30 sales
Kowloon Lignite and Building Co., Ltd.	\$ 50	\$24 sales
West Point Building Co., Ltd.	\$ 50	\$128
H'kong Hotel Co., Ltd.	\$ 50	\$30 sellers
Oriente Hotel Co., Ltd.	\$ 10	\$13 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$13 sellers
Cotton Spinning.		
Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$9 buyers
Ewo Cotton Spinning Co., Ltd.	Tls. 100	Tls. 50 sellers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 40 sales
Loou-kung-tow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 50 buyers
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 300 sellers
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25 buyers
Cigar Companies.		
Alhambra, Limited	\$500	\$1,500 sellers
Philippine Tobacco Trust Co., Ltd.	\$ 50	\$60 sellers
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 15	\$14 sellers
China-Batco & Co. A.S. Watson Co., Ltd.	\$ 10	\$14
Watkins, Limited	\$ 10	\$14
Hongkong Electric Co., Limited	\$ 10	\$12.50
Hongkong Electric Co., Limited	\$ 5	\$64 buyers
Hongkong and China Gas Co., Ltd.	£ 10	\$140 buyers
Hongkong Ropo Manufacturing Co., Ltd.	\$ 50	\$175 sellers
Gao, Fenwick & Co.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$180 sales
H'kong High-Level Tramway Co., Ltd.	\$100	\$120 buyers
Dairy Farm Co., Ltd.	\$ 6	\$74 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 sales
Campbell, Moore and Co., Ltd.	\$ 10	\$20 buyers
Bell's Asbestos Eastern Agency, Ltd.	£ 1	\$1.10
United Asbestos Oriental Agency, Ltd.	\$ 4	\$114 sellers
Tobacco Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$2 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$8 buyers
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 50	\$50
Manila Investment Co., Ltd.	\$ 50	\$56

BENJAMIN, KELLY & FOTTE,
Share Brokers.
Telegraph Address—"Rialto."
Telephone No. 142.

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Andrews, Mr. D. A.	Irving, Mr. E. N.
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R.	Williamson, Mrs. J. and
Howard, Mr. Thos.	child
Huke, Mr. A. N.	Williamson, Mrs. J. and
Innes, Capt.	child
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Brayne, Mr. H. F. R.	O'Gorman, Madam
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Callard, Col. A. W.	Pollock, Hon. H. E.
Crookenden, Col.	Pyne, Capt. R.A.M.C.
Drion, Mr. A. S.	Quinn, Mr. M.
Ellam, Mr. A. S.	Rublee, Mr. W. A. (U.
Ezekiel, Mr. J. S.	S. Consul of America)
Forbes, Mr. Andrew	Rublee, Mrs. W. A.
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Hughes, Col. G. A.	Tomlin, Mr. G. L.
Jeffries, Mr.	Wheeler, Mr. H. B.
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J. M.	T. H. B.
Brown, Mr. and Mrs.	Langlands, A.O.D.
H. Matheson	Capt. and Mrs. P.
Crouch, Mr. J. W.	Pye, Mr. E. Burns
Edwards, Mr. G. H.	Rowand, R.I.M., Lt. A.
Forten, R.I.M., Lieut.	Volpicelli, Consul
G. N.	Yeats, Mr. and Mrs.
Gimble, Mr. & Mrs. G.	F. H.

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Baners, Mr. F.	Deans, Miss R. A.
Brandstetter, Capt.	Earby, Mr. E. A.
Cleasby, Mr. W. H.	Mackereith, Miss A.
Davies, Mr. W.	Nobbs, Prof. A. J.
Dean, Mr. F.	Spittles, Mr. J.

EXCHANGE.

Hongkong, 2nd July.	
ON LONDON, Telegraphic Transfer, 1/11 7/16	
Credit, 4 months' sight	1/11 7/16
D'cents, 4 months' sight	2/0
ON BERLIN, Bank Bills, on demand	1/11 7/16
ON PARIS, Bank Bills, on demand	2/0
ON NEW YORK, Bank Bills, on demand	2/0
Credit, 30 days' sight	4/4
ON HONGKONG, Telegraphic Transfer	1/11 7/16
On demand	1/11 7/16
ON SHANGHAI, Telegraphic Transfer	1/11 7/16
Private 30 days' sight	5/2
ON YOKOHAMA, T.T.	5/2
Sovereigns, Bank's Buying Rate	5/2 1/2
Gold Leaf 100 touch, per tael	5/2 1/2
Bar Silver	2/3
Dollars	nom.

OPUM QUOTATIONS.

Hongkong, 2nd July.	
Old Patna	950 per chest
New Patna	950
Old Benares	940 per picul
New Benares	940
Old Malwa	850/880
Old Malwa	850/880
Persian, paper and	815

VESSELS IN PORT.

Steamers.	
ACILIA, German steamer, 3,500 W. V. Döhren,	30th June, Singapore 25th June, General.
-Siemens & Co.	
AMERICA MARU, Japanese steamer, 6,307 P.	H. Goling, 27th June, San Francisco 29th
May, and Shanghai 24th June, Mails and	General—J. S. Van Buren.
ARFING MARU, Japanese steamer, 1,065 S.	Asumi, 29th June, Fochow via Amoy
and Swatow 28th June, General—Mitsui	Bussan Kaisha.
APENRADE, German steamer, 611, Lorenzen,	30th June, Hoihow 29th June, Rice—
-Jensen & Co.	
ARETHUSA, American transport, 2,132, See-	combe, 19th June, Manila 15th June,
-Ballast—U.S. Government.	
AUSTRALIAN, British steamer, 3,000, P. T.	Helms, 19th June, Sydney 25th June,
Brisbane 27th, Townsville 30th, Cairns	31st, Thursday Island 30th, Port Dar-
-win 31st, Tiner 31st, and Manila 15th	General—Gibb, Livingstone & Co.
BURNSIDE, American steamer, 1,400, A. H.	Laffin, 14th April, Manila 17th April,
Cable—Government.	
CASSIUS, German steamer, 1,434, T. Gerlach,	30th June, Moji 22nd June, Coal—Lau-
-Wegener & Co.	
CATERINE APCAR, British steamer, 1,730, J.	G. Offent, 26th June, Calcutta 8th June,
Penang and Singapore 20th, General—	David Sassoon, Sons & Co.

VISITORS AT THE HONGKONG HOTEL.

Chowhai, German steamer, 1,115, A. Müller,	26th June, Bangkok 20th June, Rice and
Timber—Butterfield & Swire.	
CLAVERING, British transport, 2,155, John	Barker, 30th June, Calcutta 18th June,
Government Stores—Doddwell & Co., Ltd.	
DEVONSHIRE, British steamer, 2,364, A. Coull,	17th June, New York 14th April, and
Port Said 17th May, Kerosine—Standard	Oil Co.
ELSA, German steamer, 1,702, Schonwaldt,	29th June, Hongay 27th June, Coal—
-Jensen & Co.	
ELSE, German steamer, 903, J. Petersen,	30th June, Taku via Shanghai 30th May,
General—Jensen & Co.	
GERMANIA, German steamer, 1,713, A. Ben-	diyen, 29th June, Bangkok 23rd June,
Rice—Jensen & Co.	
HAILOONG, British steamer, 783, H. Bathurst,	1st July, Haiphong and Hoihow 30th
June, Rice—Douglas, Laprak & Co.	
HANOI, French steamer, 750, Pannier, 1st	July, Haiphong and Hoihow 30th June,
General—A. R. Marty.	
KRONWALD, German steamer, 1,115, A. von	Riegen, 25th June, Bangkok and Swatow
24th June, General—Butterfield & Swire.	
KOH-SI-CHANG, German steamer, 1,291, Leuss,	18th June, Bangkok 11th June, Rice—
Butterfield & Swire.	
LISCUM, American steamer, 100, F. Miller,	30th June, Shanghai 26th June.
LOYAL, German steamer, 1,237, Weidlich, 28th	June, Bangkok 29th June, Rice—Sander,
Wiel & Co.	
MAUSANG, British steamer, 1,614, Walsh, 21st	June, Sandakan 15th June, Timber—
Jardine, Matheson & Co.	
MUNCHEN, German steamer, 4,691, Krebs,	28th May, Caroline Islands 15th May,
Ballast—Melchers & Co.	
NANSHAN, British steamer, 1,299, Allan Jones,	27th June, Newport, Mon. 10th May,
Coal—Bradley & Co.	
OAK BRANCH, British steamer, 2,064, H.	Scheel, 12th June, Mororan 4th June,
Coal—Doddwell & Co., Ltd.	
PHRA CHOM KLAO, British steamer, 1,100,	Morris, 27th June, Bangkok 21st June,
Butterfield & Swire.	
POMPEY, American steamer, 785, J. H. Service,	1st July, Manila 18th Mar. Coal—
-U.S. Navy.	
QUEEN ADELAIDE, British steamer, 1,835, F.	McNair, 21st June, Tacoma via Ports
8th May, General—Doddwell & Co., Ltd.	
ROCKLIGHT, British steamer, 1,564, Welch, 1st	July, Shanghai 26th June, Ballast—Arn-
hold, Kurlberg & Co.	
ST. ENOCH, British dredger, 650, R. Rawcliffe,	30th May, Wei-hai-wei 25th May.
SIMONGAN, Dutch steamer, 1,818, Sandman,	17th April, Samarang and Saigon 29th
March, Sugar—Yuen Fat Hong.	
WONGKOT, German steamer, 1,115, W. Bartling,	29th June, Bangkok 24th June, General—
-Melchers & Co.	

SAILING VESSELS.

CELESTE BURRILL, British ship, 1,764, C. A.	Trefry, 29th May, Manila 9th May,
Ballast—Order.	
HOLLISWOOD, American bark, 1,084, E. M.	Knight, 14th June, Fremantle, W.A. 3rd
May, Ballast—Order.	
MANUEL LAGUANO, American ship, 1,650,	Nichols, 24th June, New York 3rd Mar.
Kerosine Oil—Standard Oil Co.	
MARECHAL DE VILLARD, French bark, 1,171,	Rional, 31st May, Cardiff 4th Jan. Coals.
-E. A. Trading Co.	
SEA WITCH, American ship, 1,172, Howes, 21st	Feb., Manila 18th Feb., Ballast—Master.
SUSSEX, British bark, 1,212, Guthrie, 17th May,	-Fremantle 26th Mar., Sanealwood—
Master.	

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, July 2nd, 1901.	
Alacrity, despatch vessel, 1,700 tons, 10 guns,	3,000 h.p., Comdr. G. F. M. Craddock,
Shanghai.	
Algerie, sloop, 1,050 tons, 6 guns, 1,100 h.p.,	Comdr. E. D. Hunt, Shanghai.
Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns,	5,000 h.p., Capt. J. Startin, Wessung.
Argonaut, 1st-class cruiser, 11,000 tons, 16 guns,	10 guns, Capt. G. H. Cherry, R.N.,
Shanghai.	
Astrak, 2nd-class cruiser, 4,300 tons, 7,000	h.p., 10 guns, Capt. A. W. Paget, C.M.G.,
Shanghai.	
Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p.,	12 guns, Capt. L. R. Bayly, C.B., Fochow.
Barkley, 1st-class battleship, 13,000 tons, 14	guns, 13,163 h.p., Captain G. J. S. War-
render, Nagasaki.	
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns,	21,411 h.p., Capt. Henderson, C.M.G.,
Wessung.	
Bonaventure, 2nd-class cruiser, 3,000 tons, 18	guns, 9,000 h.p., Captain G. G. Sawle,
en route Home.	
Brantley, 1st-class gunboat, 710 tons, 1,300	h.p., 6 guns, Lieut. and Comdr. F. M.
Leake, Wuhu.	
Brisk, 3rd-class cruiser, 1,770 tons, 6 guns,	5,500 h.p., Commander Sir Bouchier
Wray, Ebnk, Hankow.	
Britannia, 1st-class gunboat, 710 tons, 1,300	h.p., 6 guns, Lieut.-Comdr. E. A. Baird,
Fochow.	
Centurion, 1st-class battleship, 10,500 tons, 14	guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N.,
Hongkong.	
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p.,	Capt. Wm. C. Pakenham, Hongkong.
Dido, 2nd-class cruiser, 5,600 tons, 11 guns,	9,600 h.p., Capt. Tildard, Hongkong.
Endymion, 1st-class cruiser, 7,350 tons, 12,000	h.p., 12 guns, Capt. A. W. Paget, en route
Weihow.	
Esk, coast defence gunboat, 363 tons, 3 guns,	200 h.p., Lieut.-Comdr. F. Blunt, Chin-
-king.	
Fang, twin screw, torpedo-boat destroyer, 360	tons, 6 guns, 3,400 h.p., in reserve.
Flambrant, 3rd class gunboat, 455 tons, 4 guns,	360 h.p., Canton.
Glory, 1st-class battleship, 14,850 tons, 16 guns,	13,500 h.p., Captain F. S. Ingfield,
Japan.	
Goliath, 1st-class battleship, 12,950 tons, 10 guns,	13,500 h.p., Capt. L. Wintz, Shanghai.
Handy, twin screw, torpedo-boat destroyer,	260 tons, 6 guns, 4,000 h.p., in reserve.
Hart, twin screw, torpedo-boat destroyer, 260	tons, 6 guns, 4,000 h.p., Lieut. and Com-
G. C. Handy.	
Hermione, 2nd-class cruiser, 4,350 tons, 10	guns, 9,000 h.p., Capt. R. S. D. Cumming,
en route Home.	
Humber, storeship, 1,640 tons, 800 h.p., Com-	H. J. Division, Shanghai.
Iris, 2nd-class cruiser, 5,550 tons, 11 guns,	9,600 h.p., Capt. Charles Windham, Wei-
-how.	
Janus, torpedo-boat destroyer, in reserve.	
Zhuang, gun-boat, 750 tons, 2 heavy guns, 4	4-pounders, 870 h.p., Commander W. W.
Smyth, Singapore.	
Lizard, 1st-class gunboat, 715 tons, 6 guns,	870 h.p., Lieut.-Comdr. J. C. Watson,
Singapore.	
Ocean, 1st-class battleship, 13,950 tons, 13,000	h.p., 16 guns, Hon. A. G. Curzon, Howe,
C.B., C.M.G., A.D.C., Wessung.	

ORLANDO, 1st-class cruiser, 5,600 tons, 12 guns,

8,500 h.p., Capt. J. H. Burke, C.B., Shang-	hai.
Other, torpedo-boat destroyer, Lieut. and Com-	C. P. Mansel Shanghai.
Phaenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,	Comdr. W. H. Nicholson, Tientsin.
Pigmy, 1st-class gunboat, 755 tons, 6 guns,	1,200 h.p., Capt. Oldham, Hongkong.
Pique, twin screw, 2nd-class cruiser, 3,600 tons,	8 guns